

Today's
Advertisements.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 5th day of February, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction, to be held on Monday, the 5th day of February, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 21 Years.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Haikong Lane, Queen's Road East.	17.45 x 124.20	2,168	28	150

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 5th day of February, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction, to be held on Monday, the 5th day of February, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Morrison Hill Gap, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Morrison Hill Gap.	17.45 x 124.20	2,168	28	150

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 5th day of February, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction, to be held on Monday, the 5th day of February, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Wang Nei Chung Road.	17.45 x 124.20	2,168	28	150

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched as above on TUESDAY, the 13th February.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th January, 1900. [123b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched on TUESDAY, the 13th February, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th January, 1900. [123b]

Today's
Advertisements.

ROTHEN MARK LODGE, No. 264.
A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 29th instant, at 8.30 to 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 29th January, 1900. [97b]

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB
WILL GIVE
FIVE PERFORMANCES
OF
THE YEOMEN OF THE GUARD,
OR
THE MERRYMAN AND HIS MAID,
BY
W. S. GILBERT & ARTHUR SULLIVAN.

ON
MONDAY, 12th February.
THURSDAY, 15th "
SATURDAY, 17th "
SATURDAY, 24th "
MONDAY, 26th "
Commencing each Evening at 9 P.M. precisely.

Dress Circle and Stalls \$3
Half-price to the Public for Soldiers, Sailors, and Police in Uniform.

TICKETS can be obtained at the Booking Office of the Theatre, CITY HALL, on and after MONDAY, the 31st February, at 10 A.M.

The Booking Office will be OPEN Daily from that Date from 10 A.M. to 4 P.M. except on Race Days, when it will be Open from 11 A.M. to 12 Noon.

Late Trains will run 1 hour after the fall of the curtain.

H. C. NICOLLE, Acting Manager.

Hongkong, 29th January, 1900. [123b]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"QUEEN ELEANOR,"
will be despatched for the above Port, on or about the 11th February.

To be followed by
"MORVEN,"
about the 15th February, 1900.

For Freight, apply to
SHEWAN TOMES & Co.,
Agents.

Hongkong, 29th January, 1900. [19b]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [49b]

Intimation.

A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS
SHERRIES.

Per Doz. Case.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule 12.00

CC.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule 12.00

D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) 20.40

B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very superior
vintage. All are true Xeres Wines.

Sample bottles and smaller quantities
will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 29, 1900.

NOTES AND COMMENTS.

THE WAR.

Once again our hopes of receiving news of the relief of Ladysmith have been dashed to the ground, owing to General WARREN having been forced to retire from Spionkop. Why the abandonment of that position took place we none of us know at present, but by reading between the lines of Reuter's telegram of the twenty-fifth it appears likely that our troops were driven from the place by the heavy shell fire which was poured upon them the whole of Wednesday last and that the position itself did not prove to be such a dominant one as General WARREN at first supposed. Since the abandonment of Spionkop we have had no further news. The Press Censor is sitting tight on the end of the wire and we are left in ignorance even of the casualties and of the cause of the latest reverse. The persistent manner in which reverses have followed each report of a British success is, to say the least of it, most disheartening, but still we do not think that there is cause for alarm or despondency. We must remember that the nation has said that the South African war must be fought to a finish, and that that finish must be satisfactory to Great Britain and, this being the case, we do not think that there can be any possibility of the nation failing to carry out its appointed task. We may suffer yet other reverses, but, in the end, we must triumph.

MAKING.

While we have reason to deplore the course of events in Natal, however, we have equal reason to rejoice at the news of the reported relief of Mafeking. Colonel BADEN-POWELL has held out at that post in a manner little short of marvellous, and, if the news of his relief should turn out to be correct, we may shortly expect to hear that the relief column is taking the offensive and invading the enemy's country from the west, which should tend to relieve the pressure in Natal somewhat. The Boers, but how about Kimberley? If Mafeking has been relieved by the northern column from Rhodesia we may hope to soon hear that the force checking the advance of the Kimberley relief column has been attached in the rear. At all events the relief of Mafeking has been a knowledge of the country and Boer tactics will prove of service. Again, the Boers may have found Colonel BADEN-POWELL too hard a nut to crack and have voluntarily raised the siege. Whatever may be the case, we earnestly hope that the news is true and that we shall not receive a contradiction within the next day or two.

REUTER'S TELEGRAMS.

THE WAR.

Natal.

LONDON, January 26th.

The General Buller telegraphs that General Warren's garrison abandoned Spionkop on the night of the 24th instant.

General Warren's troops found 200 dead Boers in the first trenches captured on the 21st instant.

Reuter's Correspondent at Ladysmith, states that the besiegers are mounting new guns and that the points attacked on the 6th instant have been greatly strengthened, rendering Ladysmith practically impregnable. Fever has much abated.

The Censorship.

The Censorship has become more stringent and the telegrams and newspapers are merely echoes of the officials.

The Cape Colony.

General Macdonald has assumed the command of the Highland Brigade at the Modder-River Station.

The Standard's correspondent at Rensberg under date 23rd instant, says that General French is deliberately and cautiously drawing his lines closer round the Boers at Colesberg. The enemy, who numbered 7,000, is alarmed.

Casualties.

The casualties on the 25th instant were, six Officers killed and twelve wounded, 18 men killed, 140 wounded and 31 missing. The Officers killed were as follows:—Col. Buchanan-Riddell of the 3rd King's Rifles, also Lieut. Grant and French-Brewster. Captains Murray and Walter and Lieut. Osborne of the Camerons.

\$20,000,000 Required.

January 27th.
The Daily News says it is understood that the Government will ask immediately for not less than £20,000,000, on account of the war.

The Seventh Division.

The first portion of the seventh division has arrived at Capetown.

The Situation.

The Times says it is probable that there will be still greater demands on the nation to be made and that the Government would be well advised to call out the rest of the Militia, to expedite the mobilization of the eighth division and despatch immediately a fourth cavalry brigade.

Reported Relief of Mafeking.

January 27th.
Reuter's correspondent at Lourenço Marques, under date 26th inst., says it is reported on good authority from a Transvaal source that Mafeking was relieved on the 23rd inst.

Communication Interrupted.

There is a delay in Cape news owing to interruption of the West Coast cable.

WATHER REPORT.

The Observatory report says:—

On the 28th at 11.55 a.m. the barometer has fallen considerably in the North, owing to a depression which has passed near Shanghai and is now moving eastwards towards W. Japan. Pressure appears to be again high over Central China, and gradients are rather steep with the coast. FORECAST:—Fresh N. winds; some drizzling rain, colder.

On the 29th at 11.55 a.m. the barometer has risen quickly on the 28. Coast of China. The depression has probably reached E. Japan. Pressure is high over N. China. Gradients moderate, with strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Fresh N.E. winds; dull, some drizzling rain.

LOCAL AND GENERAL.

THE returns of the number of visitors to the City Hall Museum for the week ended 28th January, are:—Europeans 175, Chinese 2,734; total 2,909.

OWING to the Chinese New Year holidays the Post Office will be entirely closed on Wednesday next, 31st inst., and on Thursday, February 1st, will be opened from 8 to 9 a.m.

ANYTHING about the Imperial Light Horse is of interest, especially when written by one of them. The following is an extract from the letter of a trooper:—The Boers are very sick with this corps, and wrote a note to the Colonel asking him for a mark by which they may know us, and so "give us our franchise" on the field. For that reason they have served us with helmets as well as smasher hats, so that we cannot be distinguished from the Regulars. You are anxious what the work is like from the following:—Myself and two others and a corporal were put on arms guard after the day's work, 21 hours' stretch, two hours on and four hours off, but you must always be there, as an officer may come round and say: "Guard, turn out. You never saw anybody so fit in your life, and I never felt better; I eat about 1-lb. of beef at our one meal. I've got a very good horse and he is very fond of me, so that's all right. One of the reasons we are such a crack corps is that once you are in, and another better man comes along, out you go, and in he comes. It's hard lines, but it is for the good of the corps. We are uncut for business, and not for show, as you will see. I am keen, and wish it would begin."

OUR readers will like to see the view taken by an American paper of the situation in South Africa on the 26th ult. The Richmond Times says:—In spite of the frequent successes the Boers have met with we cannot see that indications so far hold out the smallest prospect of final success to them. As a matter of fact, the campaign so far has been a complete failure upon their side. The theory upon which they went into the war was that they would rush the British garrisons in the country before they could receive succour from home, and overwhelm them with superior numbers, and make them prisoners before any relief could reach them. But the stubborn and obstinate defence that has been made by the English at each point attacked has upset all of the Boer's plans and nullified all of their calculations. They have made a dead failure of what they started out to accomplish. They have not taken a single point besieged, and, except for the looting forays they have made into undefended territory, the military situation is just the same to-day as it was when they threw their ultimatum in Queen Victoria's face. We think we should risk but little in predicting that Buller will march straight to Pretoria when he does start, with but a little serious opposition, that he will occupy the capital of the Boers, and after that little will remain but for him to disperse the separated organised bodies as they appear, and the war in the Transvaal will be over.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

ANNUAL GENERAL MEETING.

Last Saturday night the members of the above Institution held their annual general meeting at their rooms on the Praya, Central. Mr. Dr. Gillies (the President of the Institution) presided, and a large number of members were present, amongst whom were Messrs. R. Cooke, J. W. Kinghorn, N. Munford, W. Ramsay, Owen Ordish, A. Bain, J. Kyles, J. Munnich, C. H. Hutchings, T. Skinner, A. Ritchie, and C. B. Buyers.

The President read the following report of the Committee of management for the year 1899:—"At the beginning of the year the Committee thought it advisable (owing to the many complaints from members), to seek new quarters with better accommodation for the Institute, and after careful enquiry brought the matter before the members at two extraordinary meetings held on the 1st and 2nd of July, and on the 15th of July, 1899. The Committee are aware that it was a very big step to take, but they venture to think that the present balance sheet will prove that the change has not been a failure. The work of the Institution has been carried on during the year with some degree of success which is very gratifying to the Committee, as showing that the members appreciate the change of rooms and the increased accommodation. There has been a steady increase of the membership during the year, amounting to about 19 per cent. of the existing members, and the roll now stands as follows:—Ordinary members 233, visiting members 110, associate members 3, honorary members 2, total 348. We regret to record the loss by death of four members, namely, Messrs. W. A. Greenhill, W. H. Marshall, T. M. Dow, and D. McGlashan. We have drawn out a syllabus of the various meetings to be held during the session, and it is gratifying to record that our request for papers resulted in no less than six being promised, three of these have been read and circulated among the members, these meetings have been well attended and the discussions full of interest. These meetings were interspersed with a smoking concert on each alternate Saturday, and they have been much appreciated by the members. The Committee take this opportunity of thanking all those who so kindly assisted at these functions, and they wish to put it on record that at one of these social gatherings the sum of \$1000 was contributed towards the 'Missis and Kids Fund.' A dance was given in the City Hall on the 22nd December, under the auspices of the Institute, and was voted a complete success. Before opening the new rooms the furniture was all overhauled and put in good order, and the billiard tables were re-covered. The Billiard Tournament among the shore members was very well contested, but was eventually won by our veteran champion, Mr. R. V. Rutter. The mixed handicap was not yet completed, but is making good progress."

The Chairman, in proposing the adoption of the report and accounts, said that the report gave a very succinct and full account of the work that had been done by the institution during the previous year and he was pleased to see that the Institution of Engineers and shipbuilders of Hongkong was 'not only in the happy position of having gained the confidence and support of its members but was doing the work for which it was originally founded. The Chairman then briefly alluded to, and commented upon the three papers recently read before the members, the first one by Commander Hobson U.S.N., on the uses of Aluminium in constructive work and its adaptability to shipbuilding and engineering. Nickel and aluminium and nickel steel are both coming into use as substitutes for ordinary mild steel in the construction of boilers. Experiments have demonstrated that nickel steel of 20 to 25 per cent of nickel will have as regards corrosion a vastly longer life than mild steel, and as regards deterioration from the action of heated gases, steam and salt water at least twice the durability of mild steel. To shipowners and others the growing importance of aluminium and nickel is a matter of great practical interest. The second one was by their well known and very highly esteemed friend Mr. W. C. Jack, on the utilisation of light draught steamships on the waterways of China. On this subject, the President said that as in all probability the waterways of that vast Empire would soon be opened up to foreign trade, it was of the utmost importance that they should study the right construction of the most suitable craft for this work, and he was glad to see that Mr. Jack, so fully expressed in his paper, were most acceptable to owners and shipbuilders. The last paper was by Mr. Russell on Electrical transmission of power. On this subject Mr. Gillies said, there is now a general tendency amongst engineers and shipbuilders to take the machine tool to the piece which is to be machined and not 'vice versa' as has been hitherto the custom. By the application of electric power a large amount of time can be saved, for while say a cylinder is on the boring mill all the drilling, tapping and studding may be done by small electric borers. In many of the modern workshops at home and abroad, the machine tools are being driven by electric power, while many of the larger class of tools are driven by a motor connected to the tool direct, so that in the case of night work there is no loss of power in driving a long line of shafting and pulleys, as the motor power consumed is only what is actually necessary to drive the tool itself, and so favourably has the Dock Company become impressed with the advantages of electric power, that we intend to introduce it into the new workshops in course of construction at Kowloon, and drive all the machines and tools, one 50 ton and two 25 ton travelling cranes. For so much useful information, as contained in these three papers, the Institute were certainly under a deep and lasting debt of gratitude to the readers. Commenting on the change that had been made in their habitation the President said the recommendations made by their Committee had been fully justified in every respect, as they are not only most comfortable and commodious, but they are likewise central, and from the large increase in the membership, it might reasonably be inferred that all more or less appreciate the new location.

Mr. W. S. Bailey seconded the adoption of the report and gave figures showing the progress made by the Institution during the previous year.

Some more Gentlemen supported and the motion was carried.

The President made an appropriate reference to the members of Institution (Messrs. W. A. Greenhill, W. H. Marshall, T. M. Dow, and D. McGlashan) who have died during the year. He observed that he had no doubt these gentlemen were well known to most of the members present, and he proposed that letters of condolence be sent to their relatives.

The ballot for the new Committee was then taken and resulted as follows:—

Messrs. W. Ramsay, H. S. Bridges, J. W. Kinghorn, D. MacDonald, N. Munford, A. G. Aiken, A. Ritchie, W. C. Jack, T. Banks, J. Kyles, and J. Kirkwood.

Mr. Kinghorn asked to be allowed to retire from the committee, so that younger men might get into harness.

The President and others endeavoured to dissuade Mr. Kinghorn from retiring, the valuable work he has done for the Institution being emphasised. Mr. Kinghorn, however, could not see his way to accede to the request, and on the motion of Mr. Munford, seconded by Mr. Mitchell, Mr. Kinghorn was appointed a vice-president of the Institution.

Mr. Gillies was re-elected President, Mr. Owen Ordish was appointed secretary, Mr. E. Murrell treasurer, and Messrs. W. C. Jack and Murray auditors.

On the motion of Mr. MacDonald, seconded by Mr. Bailey, a hearty vote of thanks was accorded the retiring committee for their services.

A vote of thanks, was accorded Mr. Gillies for his attendance, on the motion of Mr. Cooke.

each alternate Saturday, and they have been much appreciated by the members. The Committee take this opportunity of thanking all those who so kindly assisted at these functions, and they wish to put it on record that at one of these social gatherings the sum of \$1000 was contributed towards the 'Missis and Kids Fund.' A dance was given in the City Hall on the 22nd December, under the auspices of the Institute, and was voted a complete success. Before opening the new rooms the furniture was all overhauled and put in good order, and the billiard tables were re-covered. The Billiard Tournament among the shore members was very well contested, but was eventually won by our veteran champion, Mr. R. V. Rutter. The mixed handicap was not yet completed, but is making good progress."

The Chairman, in proposing the adoption of the report and accounts, said that the report gave a very succinct and full account of the work that had been done by the institution during the previous year and he was pleased to see that the Institution of Engineers and shipbuilders of Hongkong was 'not only in the happy position of having gained the confidence and support of its members but was doing the work for which it was originally founded. The Chairman then briefly alluded to, and commented upon the three papers recently read before the members, the first one by Commander Hobson U.S.N., on the uses of Aluminium in constructive work and its adaptability to shipbuilding and engineering. Nickel and aluminium and nickel steel are both coming into use as substitutes for ordinary mild steel in the construction of boilers. Experiments have demonstrated that nickel steel of 20 to 25 per cent of nickel will have as regards corrosion a vastly longer life than mild steel, and as regards deterioration from the action of heated gases, steam and salt water at least twice the durability of mild steel. To shipowners and others the growing importance of aluminium and nickel is a matter of great practical interest. The second one was by their well known and very highly esteemed friend Mr. W. C. Jack, on the utilisation of light draught steamships on the waterways of China. On this subject, the President said that as in all probability the waterways of that vast Empire would soon be opened up to foreign trade, it was of the utmost importance that they should study the right construction of the most suitable craft for this work, and he was glad to see that Mr. Jack, so fully expressed in his paper, were most acceptable to owners and shipbuilders. The last paper was by Mr. Russell on Electrical transmission of power. On this subject Mr. Gillies said, there is now a general tendency amongst engineers and shipbuilders to take the machine tool to the piece which is to be machined and not 'vice versa' as has been hitherto the custom. By the application of electric power a large amount of time can be saved, for while say a cylinder is on the boring mill all the drilling, tapping and studding may be done by small electric borers. In many of the modern workshops at home and abroad, the machine tools are being driven by electric power, while many of the larger class of tools are driven by a motor connected to the tool direct, so that in the case of night work there is no loss of power in driving a long line of shafting and pulleys, as the motor power consumed is only what is actually necessary to drive the tool itself, and so favourably has the Dock Company become impressed with the advantages of electric power, that we intend to introduce it into the new workshops in course of construction at Kowloon, and drive all the machines and tools, one 50 ton and two 25 ton travelling cranes. For so much useful information, as contained in these three papers, the Institute were certainly under a deep and lasting debt of gratitude to the readers. Commenting on the change that had been made in their habitation the President said the recommendations made by their Committee had been fully justified in every respect, as they are not only most comfortable and commodious, but they are likewise central, and from the large increase in the membership, it might reasonably be inferred that all more or less appreciate the new location.

Mr. W. S. Bailey seconded the adoption of the report and gave figures showing the progress made by the Institution during the previous year.

Some more Gentlemen supported and the motion was carried.

The President made an appropriate reference to the members of Institution (Messrs. W. A. Greenhill, W. H. Marshall, T. M. Dow, and D. McGlashan) who have died during the year. He observed that he had no doubt these gentlemen were well known to most of the members present, and he proposed that letters of condolence be sent to their relatives.

The ballot for the new Committee was then taken and resulted as follows:—

Messrs. W. Ramsay, H. S. Bridges, J. W. Kinghorn, D. MacDonald, N. Munford, A. G. Aiken, A. Ritchie, W. C. Jack, T. Banks, J. Kyles, and J. Kirkwood.

Mr. Kinghorn asked to be allowed to retire from the committee, so that younger men might get into harness.

The President and others endeavoured to dissuade Mr. Kinghorn from retiring, the valuable work he has done for the Institution being emphasised. Mr. Kinghorn, however, could not see his way to accede to the request, and on the motion of Mr. Munford, seconded by Mr. Mitchell, Mr. Kinghorn was appointed a vice-president of the Institution.

Mr. Gillies was re-elected President, Mr. Owen Ordish was appointed secretary, Mr. E. Murrell treasurer, and Messrs. W. C. Jack and Murray auditors.

On the motion of Mr. MacDonald, seconded by Mr. Bailey, a hearty vote of thanks was accorded the retiring committee for their services.

A vote of thanks, was accorded Mr. Gillies for his attendance, on the motion of Mr. Cooke.

ACCIDENT ON U. S. GUNBOAT "WHEELING."

Last Saturday at noon while the warships in Harbour were firing a salute in honour of H.I.M. the Emperor of Germany's birthday, a sad and unexpected accident happened on board the United States gunboat "Wheeling." The gun's crew had just fired a round of the salvo and Campbell, the gunner's mate was standing over a box of blank ammunition when, from some reason that has not yet been accounted for, the box exploded. Campbell was killed instantly and the remainder of the crew severely injured, one so badly that there is slight hope of his ultimate recovery. The injured men were taken to the Naval Hospital and received immediate attention, and it is hoped no more deaths will ensue.

FOOTBALL.

ENGINEERS INSTITUTE, 9, 45TH CO., S. D. R.A.
A friendly game between these two teams was played last Saturday at Causeway Bay. Owing to a difficulty in obtaining a referee the game was rather late in starting. Mr. Henderson, at last, kindly consented to officiate. Neither team were fully represented and the game proved of a mediocre nature, neither side scoring.

BRITISH NORTH BORNEO.

(From Our Own Correspondent.)

SANDAKAN, 22nd January.

of the Indian Staff Corps, and 18 men wounded. One officer and 25 men were taken prisoners.

January 27th.

The censorship exerted over the press at the front is largely denounced as unhelpful and mischievous. When anything like a success occurs the correspondents are seemingly allowed a free hand, but on the other hand reverses and other important events are hardly allowed to be touched. This criticism has been called forth by the meagre and belated messages which have reached this country regarding the disaster to the Mafeking garrison on Boxing Day, and which are contrasted with the copious accounts of the victories of General French and Colonel Buller. Colonel Buller-Jones was caught in a trap which he had so long succeeded in escaping. The bravery of the attack was magnificent, but its object was hopeless from the start. The Boer fire was devastating, and nothing could live in it. Captains Sandford and Vernon, and Lieut. Paton, and a few men reached the sandbags of the fort by something short of a miracle. Captain Sandford fell first. Captain Vernon and Lieut. Paton climbed the ditch, and thrust revolvers through the loopholes but were instantly shot. The sortie was an unfortunate piece of bravado, and cost several valuable lives.

Modder River.

The only news from the Modder River is that Lord Methuen is making a railway round the Boer position, which he despairs of taking by assault. The prisoners taken by Colonel Buller in the action at Belmont have been told that they will be treated as rebels. It is hoped that this will have a salutary effect on the traitorous Dutch who have been wilfully misleading our Generals. The indignation here caused by the blunders of the Home authorities is increasing. We are approaching a crisis which may lead to a complete revolution in the conduct of the War Office.

Horses from India.

CALCUTTA, Jan. 28th. The transport *Lycandra*, chartered by the Government, left early this morning for South Africa, having on board about 200 horses, under the charge of Major Armstrong, of the 14th Bengal Lancers, assisted by Captain McAndrew, of the 5th Bengal Lancers. Commissioners and veterinary stores and medicines are also being conveyed by her to South Africa. Major A. W. Money, R.A., and Captain G. Rotton, R.A., have proceeded to Gwalior, for the 300 Artillery horses placed at the disposal of the Government of India by Maharajah Scindia for service in South Africa. The 16th Queen's Lancers sailed on the 6th for the Cape in the transports *Fuzika*, *Naturug*, and *Lindula*. The transports *Alana* and *Muttra* sail on Monday, the former with a Battery of the Royal Horse Artillery and the latter with horses.

Ladysmith.

LONDON, January 28th. General White, giving details of the assault on Ladysmith, says the enemy pushed their attack with the greatest energy, and that some of our entrenchments at Waggon Hill were three times captured and retaken. At one point our position was occupied by the enemy the whole day, but at dusk and during a furious rainstorm they were driven out most gallantly by the Devons under Colonel Park, at the point of the bayonet. Colonel Ian Hamilton commanded at Waggon Hill, and rendered valuable services. Our troops had a very trying time and behaved excellently, and are elated at the service they have rendered the Queen. "The enemy's loss," General White adds, "greatly exceeds mine."

Trooping Movements.

The *Lucia* left London on Friday, with 100 waggon and 8,000 rounds of Lyddite shells, and quantities of small ammunition. The *Brianston* left Southampton on Saturday, with the 2nd and 3rd Divisions, the 10th Cavalry, the 1st and 2nd Cavalry, and 100 extra officers, totalling 40 officers and 1,000 men. Colonel Curtis, commanding the 15th Brigade, and staff, have been delayed owing to General Buller's illness. The *America*, containing a detachment of Mounted Infantry for the 6th Division, and an ammunition column, altogether 10 officers and 280 men, with an equal number of horses, sailed from London on Friday. The *British Prince*, with a second detachment, consisting of men of the Buffs, and Gloucesters, and Worcesters, altogether 40 men, as well as 350 horses, left on Saturday. The ship has been newly built for the Atlantic horse trade, and is sister ship to the *British Prince*, which carried the Scots Greys to South Africa in November under thirty days. The War Office issues details of four Brigade Divisions of Artillery—12th, or Howitzer, Division, consisting of 4th, 8th, and 9th Batteries; "R," "F," and "A," each with six guns, 200 officers and men, and 160 horses mobilising at Woolwich; the 13th Division, consisting of the 2nd, 8th, and 4th Field Batteries; and the 14th Division, composed of the 39th, 68th, and 88th Field Batteries mobilising at various points. A Howitzer ammunition column, consisting of 222 officers and men, 90 horses, 30 waggon, and 250 mules, will be added in South Africa. Other ammunition columns, each of 80 officers and men, 87 horses, and 100 mules, will be added subsequently according to requirements. Four Companies of Mounted Infantry, 300 strong, for the 3rd Cavalry Brigade, will be supplied by the 2nd West Riding, Staffordshire, Essex, and Durham Light Infantry. All will have Burmah horses. The 17th Lancers and the 17th Dragoon Guards are now being inspected. Three transports have been secured for the conveyance of seven battalions of Militia, numbering 5,300 officers and men. The *Umbria* leaves on Thursday, the 6th Royal Warwickshire, consisting of 824 officers and men, and 4th Cavalry, 780 officers and men, and the 3rd Durham Light Infantry, 630 officers and men. The *Nile* sails the same day, with the 4th Royal Lancashire (725 officers and men), and will call at Queenstown for the 5th King's Rifles. The *City of Rome* will probably sail from Liverpool on Monday, with the 3rd South Lancashire (824 officers and men) and the 4th Argyll and Sutherland Highlanders (828 officers and men). These transports, which call at Cape Town for orders, take 26 field officers and horses.

The Battle of Magersfontein.

Letters regarding the battle of Magersfontein show that Gen. Cronje purposely projected his outwork to some distance from the kopjes in order to prevent the Boers from retreating before our fire. These outworks were manned by rough-out without reinforcements. The British retreat was an obvious mistake, and was carried out in violation of Lord Methuen's instructions. The Highland Brigade and the British were perfectly safe where they were, and had they stayed there, they would have compelled the Boers to go back by night, fall and have won their position. The 2nd Battalion Yorkshire Light Infantry expended 72,000 rounds of ammunition.

The Stormberg Casualties.

Further casualties of General Buller's army at Stormberg on December 10th are announced among the 2nd and 11th Divisions, the 2nd Northumberland, and the 7th Field Artillery, amounting to a severe loss of the former, at all events, half were taken prisoners. The troops were

afterwards so exhausted that they flung themselves on the ground to sleep. Many were so captured.

Distinguished Volunteers.

The War Office has notified to the Earl of Denbigh, Commandant, its acceptance of the Honourable Artillery Company's offer to officer and furnish a battery for service in South Africa. The Earl of Essex and Sir George Arthur are joining the Hampshire Yeomanry. Lord Lonsdale, on behalf of the Yeomanry Committee, has purchased 700 Cumberland horses. Dr. Canon Doyle has volunteered in connection with the Langman Field Hospital, which is leaving shortly. The students of the University of Athens have telegraphed to Oxford sincerely wishing British success, for the sake of universal civilization.

Mr. Balfour's Speech.

January 28th. Mr. Balfour, speaking at Manchester last night, said that notwithstanding the tactical misfortune at Ladysmith the Boer invasion of British territory need frighten nobody. The Government had given our Generals an absolutely free hand, and had never hampered their action. The war was for the defence of our African Empire, and would be pursued unswervingly, preventing the recurrence of any such war in South Africa. He ridiculed foreign prophecies that the dissolution of the British Empire had begun; and said the war had demonstrated the unity of the Empire. He reiterated especially to the loyal offers made by Indian Princes.

The newspapers, this morning, are inclined to criticize Mr. Balfour's speech at Manchester. They particularly refer to his contention that Her Majesty's Government had made no serious mistakes, and that the Jameson Raid had tied the hands of the Government as regards the heavy importation of the arms by the Transvaal Government.

The *Times* suggests that, if the British Government had firmly insisted upon the discontinuance of armaments, it would have prevented the present war, or the Transvaal would have entered thereon with very different prospects. Details of General Buller's reverse at the Tugela River are beginning to arrive, and it is now plainly seen that the tactics of the British commander were defeated as much by the impetuosity of his Lieutenants as by the generalship of the Boers. Colonel Long's Artillery, on the effective handling of which so much depended for success, in their eagerness to get into action, outstripped their Infantry escort. When they fell into the ambush of the Boers, they were completely at the mercy of the enemy's riflemen, who moved down horses and men with a murderous fire. Whether from ignorance of the ground of operations, or from misapprehension of orders—it is difficult to say which—General Hart's Brigade went completely astray and missed their point. Mr. Burleigh, special correspondent of the *Daily Telegraph*, who witnessed the manoeuvre, relates a story that General Hart actually deployed on his markers. The gallantry displayed by the Irish Brigade in what now became an absolutely formless battle was astonishing, but it was unavailing to rectify the blunder. The Boers report that General Buller is constructing a subsidiary railway westwards towards Potgieter's Drift. This may to a certain extent explain the inactivity of the past week.

Assault on Ladysmith.

Private intelligence, which the War Office withholds, describes the Boer attack at Ladysmith on Saturday as desperate. In many cases there were five times as many Boers as British, and the manner wherein they massed repeatedly for the assault shows the enemy's determination to carry the position. They only relinquished the attempt with bitter reluctance. General White is convinced the Boer losses were fearful. In the splendid repulse of the Boers, the King's Royal Rifles bore their part well, scattering the enemy by a grim bayonet charge. Caesar's Camp was one of the chief points attacked yesterday. It is the most advanced post held by the Ladysmith garrison, and about three miles south of the town. Its tactical importance is due to the fact that it guards a long ridge running at the back of the town. The Manchester and Gordons, encamped at Caesar's Camp, and two battalions of the King's Royal Rifles on a ridge to the east close by repulsed the attack with the bayonet.

Plain Speaking.

The *Times*, in a leading article again severely criticises Mr. Balfour's statements in his speech at Manchester on Monday last, regarding the conduct of Her Majesty's Government in connection with the war. It says that the Government should consider themselves lucky that they only have to face a weak Opposition in Parliament. It would be better, the *Times* adds, for the country if the Cabinet frankly owned its mistakes.

General.

The total casualties of the campaign, exclusive of Ladysmith, to Saturday, are 7,213 officers and men. Of the former 89 have been killed, 439 wounded, and 102 missing. The transport *Princess of Wales* and *Intrepid*, with the 2nd Worcesters, a company of Engineers, and Army Service, have arrived at Cape Town. A Bulgarian officer with the Boers writes that the British attack the Boer positions as if they fancied they were attacking Sudanese, with the result that they are easily mown down. When captured, he adds, they carry themselves very proudly. The War Office has ordered the discontinuance of the manufacture of Dum-Dum bullets. The allowances to soldiers' wives whose husbands are on active service in South Africa have been increased. Owing to the drain on the students caused by the war, the Staff College has been temporarily closed.

In the Galesburg reconnaissance, Lieutenant Milbanke, of the 10th Hussars, was wounded, and Captain Ricardo, of the Blues, was taken prisoner.

Twenty-three deaths from enteric fever have taken place at Ladysmith, between the 1st and the 8th instant. They include Lieutenant Russell of the Leicesters, and Lieutenant Platte of the 5th Dragoons. Surgeon-Major Walker has died of dysentery at Ladysmith.

The Attorney-General has prepared rules to guide officials dealing with corbans. Another British warship is being sent to Aden. Mr. Balfour, speaking at Manchester, that they had not realised the necessity of a vast mounted force, which they would have before the war was over. The necessity was also recognised that guns of a class between Field and Garrison Artillery should form part of the equipment.

January 11th. Major Griffiths, in a letter to the *Evening News*, affirms that Lord Wolseley protested throughout against the retention of Ladysmith.

Mr. Balfour's Latest.

Mr. Balfour, in his speech at Manchester, referred to the negotiations before the war as follows: "The probability was that we should have obtained, for a moment, at all events, half were taken prisoners. The troops were

over the present war, and prevent difficulty, until, perhaps, some period arrived when either by accident or design it suited the Boers to precipitate a struggle."

This indirect admission, contrasting with other recent utterances of Mr. Balfour dwelling on the sincerity and moderation of our efforts for franchise reform, is likely to alienate public opinion; but so far it has escaped the notice of the Press. The *Morning Post* is indignant at his attempts to shield the War Office, and calls on the Government to resign. The speeches delivered by Mr. Balfour have caused a storm of disapproval in the London Press, especially the *Unionist* section. The *Morning Post* exhorts those who put the Nation before Party to repudiate Mr. Balfour, and get rid of men who have been proved to be wrong.

Treachery Somewhere.

It is stated that it is undoubted that the Boers were aware of the plans of the Suffolks in their recent disastrous attack near Rensberg, and were thoroughly prepared to defeat it. The officers of the ill-fated regiment refused to obey the mysterious order to retire, which took off three-quarters of the regiment at the most critical juncture; and in consequence only one returned to camp, the others having been killed or taken prisoners. It is evident that there was treachery somewhere.

Col. Lonsdale Hale, in a letter to the papers, says it is impossible to explain the operations of the campaign, except on the supposition of certain powerful reasons which the country must insist on knowing. The *Times* urges that the withdrawal of British steamers from Delagoa Bay transfers the trade to Continental liners, thus multiplying contraband difficulties. It is understood that the Portuguese authorities insist that applicants for passports shall give guarantees through their Consuls that they are not going to the Transvaal for the purpose of fighting.

General.

The news that another Infantry Division will be despatched to South Africa is authenticated, and the details of its composition are already nearly completed by the War Office. No regiment from India will be included, there being a strong objection to weaken the British garrison. It is stated that the Indian Officers' Transport Corps and several mountain guns will be despatched from India as soon as the Indian Government have succeeded in chartering transports.

Recent arrivals at Durban are the *Harlech Castle*, *Port Natal*, and *Victorian* with the 14th Hussars and the 20th Field Battery; the *Mongolian* with the 2nd Middlesex; the *Atlantis*, with two Field Batteries; the *Marston*, with the York and Lancasters; and the *Maplehorn*, with the South African Light Horse. The *Dikwara*, *Maplehorn*, *Maplehorn*, *Maplehorn*, bound for Cape Town have arrived. The *Glenora*, with the 1st Royal Irish, the 2nd Wiltshire, the 1st Devon, the 1st Queen's Buffs, and the 1st Buffs, with the 1st Buffs, have reached the Cape. The *Formosa* has arrived at Table Bay with mules. The *Dunera* has started home with 200 officers and men from various battalions, sick and wounded.

WAR ITEMS.

[From Home Papers.]

A Big List.

The total casualties of the war, down to 25th ult., are returned at—Officers: killed, 88; wounded, 258; missing, 98. Men: killed, 886; wounded, 3,266; missing, 2,233; a total of 6,813.

A Venerable Volunteer.

Viscount Chamberlain, C.B., V.L., who is nearly seventy years of age, has volunteered to the War Office for service in South Africa. His lordship served with the 59th Regiment in China and as a captain in the Coldstream Guards during the Crimean War.

General Wauchope's Remains.

General Wauchope's remains will rest in the country where he fell so gallantly. The question having been raised, his widow has given expression to the views held by the late officer in such circumstances, and Lord Wolseley will not, as reported, have the body brought to Scotland.

Lord Dufferin's Sons

Lord Dufferin's youngest son has gone off to South Africa, commissioned by a well-known publisher to write a book on the country and the political situation. All Lord Dufferin's sons are now at the front—the Earl of Argyll is killed at Ladysmith, and Lord Frederick Blackwood, of the 9th Lancers, is with Lord Methuen.

A Record Broken.

Evidently Lord Kitchener will not allow the grass to grow under his feet, for he succeeded in making the journey from Omdurman to Cairo in sixty-one hours. This is thirteen hours better than the previous record—which, by the way, was also his own—and considering that the journey was complicated by a railway accident, it may fairly be regarded as a really wonderful performance for the new railway.

Rapid Recoveries.

Sir William MacCormac's references to the rapid recovery of the wounded are confirmed by cable intelligence from the hospitals. Thanks to good climate, doctors, nurses, and appliances, men wounded in early action are returning to duty in hundreds. The Bishop of Lebombo has shown a splendid spirit of devotion. His episcopal bed and the whole house are given up to the use of the wounded and refugees. He is proving a good Samaritan.

General Macdonald.

General Macdonald, who has been appointed to a command in South Africa, was presented with a sword of honour at the Hotel Cecil last May. With the modesty of the brave man, he declined to have all the credit that had been bestowed upon him for Omdurman, and called attention to the fact that the three batteries of artillery which Lord Kitchener had, with wisdom and foresight, placed under his command, had greatly contributed to the victory.

The City of London Volunteers.

Lord Wolseley has selected Colonel W. H. Mackinnon, who is acting as Assistant Adjutant-General and Chief Staff Officer of the Home District, for command of the City of London Imperial Volunteers for South Africa. Colonel Mackinnon joined the Grenadier Guards in June, 1870, and attained his present rank in 1889. He has just completed his forty-seventh year, and is a very well-known to, and popular with, Metropolitan Volunteers.

Sensible Words.

The reported seizure of a cargo of American flour by a British vessel off Delagoa Bay is necessarily made for diplomatic equity, but occasions no excitement and but little comment. The *New York Times*, remarking on the imports by the Portuguese themselves under false pretences for the Boers, thinks it natural that British should seize all suspected vessels, American included, and concludes as follows:—It is for the British to stop the singularly exasperating situation. If Delagoa Bay were British, it would be of immense use to them. If it were openly Boer, it would, with the British sea power, be of no use to their enemies. Because it is neutral it gives the Boers all the advantages of a seaport of their own without obliging them to defend it. The proceedings the British find themselves compelled to take in order really to neutralise a nominally Portuguese port ought to be very leniently viewed as the capitals of neutral Powers. Doubtless they will be so viewed at Washington."

can included, and concludes as follows:—It is for the British to stop the singularly exasperating situation. If Delagoa Bay were British, it would be of immense use to them. If it were openly Boer, it would, with the British sea power, be of no use to their enemies. Because it is neutral it gives the Boers all the advantages of a seaport of their own without obliging them to defend it. The proceedings the British find themselves compelled to take in order really to neutralise a nominally Portuguese port ought to be very leniently viewed as the capitals of neutral Powers. Doubtless they will be so viewed at Washington."

The Queen's Farewell to Lord Roberts.

On 22nd ult. the Queen received at Windsor Castle Field-Marshal Lord Roberts of Kandahar, who went to the Palace for the purpose of taking leave of Her Majesty previous to his departure on 23rd ult. for South Africa. The distinguished soldier, who was in mourning dress, and wore a great coat, travelled from town by the Great Western Railway to Windsor, where he arrived shortly before half-past four o'clock. He was received at the Queen's Room by Colonel Davidson, Equerry to Her Majesty, and was enthusiastically cheered by the crowd assembled on the platform and outside the private waiting-room. His lordship at once walked through the Royal apartment to pair-horse carriage that had been sent from the Royal Mews for his conveyance, and accompanied by Colonel Davidson, drove to the Castle where he had an audience of the Queen. Lord Roberts returned to London in the evening by Sir Edward Druce, Bart., of Ruckly Grange, Shropshire, has presented his fine chestnut charger, Prince to Lord Roberts for his use in South Africa. The horse stands 15.2 hands.

The Duke of Connaught.

The Duke of Connaught, like all British officers, and indeed all other Englishmen who can ride a horse or shoulder a rifle, is eager to serve his country in the field. It is well known that he long since begged to be employed in South Africa. Undeterred by the refusal of the authorities to accede to his request, he lately renewed it in a pressing way. When it was again rejected he seized the opportunity afforded him by the appointment of the new Commander-in-Chief in South Africa to ask Lord Roberts to attach him to the Staff in any capacity independent of his military rank. Lord Roberts was ready to gratify the patriotic ardour of his companion in arms, and willing by consented to make use of his services. But the last word in matters of such high concern does not rest with the Commander-in-Chief in the field. The reasons which precluded the Government from gratifying, in the first instance, the Duke's keen desire to share the dangers of the campaign rendered it injudicious in their eyes to sanction his employment on Lord Roberts's staff, and the Duke has been obliged to sacrifice his personal wishes in deference to the decision of Ministers, who may well consider that the Duke's services may be wanted at home now that so many general officers are out of the country.

SHIPPING REPORTS.

Captain E. Muhle, of the steamship *Sandakan*, from Sandakan, reports—Fine weather.

Captain J. E. Farrell, of the steamship *Maclure*, from Siam, reports—Strong N.E. wind and high sea.

Captain Young, of the steamship *Kingsing*, from Shanghai and Swatow, reports—Strong monsoon; high sea, with fine weather.

Captain J. F. Messer, of the steamship *Chunshan*, from Singapore, reports—Light to moderate monsoon from Singapore to Macleodfield Bank, from there to Hongkong strong monsoon and heavy sea.

Captain W. Wulff, of the steamship *Amey*, from Moji, reports—First part of voyage very rough monsoon with stormy weather and a tremendous sea on to Turnabout, thence to port variable winds and foggy but fine weather.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....30.159
Thermometer.....59.7
Humidity.....74
Rainfall......545

TO-DAY.

WEATHER REPORT. On date at 4 p.m. Op. date at 4 p.m.
Barometer.....30.25
Temperature.....58
Humidity.....92
Rainfall......002

TO-DAY.

Monday, 29th January, 1900.
Chinese—29th of 12th moon of 25th year of Kwang-sun.
Sun—Rises.....6hr. 42min.
Sets.....5hr. 43min.
High water—Morning.....5hr. 40min.
Afternoon.....7hr. 40min.
Low water—Morning.....7hr. 40min.
Afternoon.....9hr. 20min.

ANNIVERSARIES.

1733—Decree from Yung-ching forbidding, under pain of death, the propagation of the Christian faith in China.
1820—George III. died.
1823—Dr. Edward Jenner died.
1837—First Reformed Parliament met.
1856—Victoria Cross instituted.
1872—Capitulation of Paris. Loss of steamship *Suwanada*.
1897—Persons on relief work in India numbered 2,026,000.
1898—Serious disaster to a British Column in Bazar Valley.

TO-MORROW.

Tuesday, 30th January, 1900.
Chinese—30th of 12th moon of 25th year of Kwang-sun.
Sun—Rises.....6hr. 42min.
Sets.....5hr. 43min.
High water—Morning.....5hr. 40min.
Afternoon.....7hr. 40min.
Low water—Morning.....7hr. 40min.
Afternoon.....9hr. 20min.

ANNIVERSARIES.

1640—Charles I. beheaded.
1846—Lord Salton left China with \$3,000,000 ransom money.
1897—Collision between s.s. *Echigo Maru* and H.M.S. *Narcissus* in Chemulpo harbour.
1898—Foundation Stone of the *Bellevue* Reformatory laid by His Excellency the Governor, Sir W. Robinson, G.C.M.G.

AGENDA.

TO-DAY.
8.30 for 9 p.m.—Regular meeting of the Rothen Mark Lodge.

TO-MORROW.
S.S. *Tacoma* leaves for Victoria B.C. H.K.V.C. ORDERS.
5.30 p.m.—Signalling at Head-quarters.
4.50 p.m.—Revolve Practice at the Revolver Range.
4.30 p.m.—Range Finding Class.
5.6 p.m.—Band Practice for unenrolled Drummers.
6.7 p.m.—Band Practice.

WEDNESDAY, 31st.
Chinese New Year.
10 a.m.—3 p.m.—Volunteer firing from North Point Battery.
4.30 p.m.—Football H.K.F.C. (A) v. H.M.S. *Fame* and *Whiting*. H.K.V.C. ORDERS.
5.30 p.m.—Trumpeter's Class at Head-quarters.
10 a.m.—Parade at Head-quarters, and Commandant's Parade.

THURSDAY, 1st.
S. T. Steamer *Queen Eleanor* leaves for New York.
Cargo ex *Oldenburg* subject to rent.
3 p.m.—67th Ordinary half-yearly meeting of the Hongkong, Canton and Macao Steamboat Co. Ltd., at 18, Bank Buildings.
3.30 p.m.—Base Ball—By American Naval Officers, in aid of the South African Fund, Happy Valley. H.K.V.C. ORDERS.
4.30 p.m.—Range Finding Class.
5.30 p.m.—F. B. C. Company Drill at Head-quarters.
5.30 p.m.—A. B. C. Company Drill at East Point.
5.30 p.m.—D. I. Company Drill.
6 p.m.—E. Engineer Company Drill at Head-quarters.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Chusan*) to-morrow.
American (*Gaetic*) 3rd prox.
English (*Clyde*) 3rd prox.
German (*Bayern*) 7th prox.
American (*Hongkong Maru*) 13th prox.
American (*Algon*) 20th prox.

The O. S. S. Co.'s steamer *Nestor* sailed from Singapore on 27th inst. and is due in Hongkong on 1st February.

The P. & O. S. N. Co.'s steamer *Clyde* left Singapore for this port on the 28th inst. at 5 p.m. with the Outward English mails, and is due here on the 3rd prox. at about noon.

The Imperial German mail steamer *Bayern* carrying the German mails with dates from Berlin of the 8th January has left Colombo on Friday the 26th inst. p.m. and may be expected here on or about Wednesday the 7th February.

HONGKONG AND WHAMPOA DOCK RETURN.

Isla de Cuba.....at Kowloon Dock
Isla de Cuba....." " " "
U.S.S. Herald....." " " "
U.S.S. Menadnoch....." " " "
U.S.S. Iris....." " " "
U.S.S. Baltimore....." " " "
U.S.S. Tuxedo....." " " "
Kiangtung....." " " "
Hailan....." " " "
Trafalgar....." " " "
Powan....." " " "
Tacoma....." " " "
D. Juan Austria....." " " "
Mennhir....." " " "
Daphne....." " " "
Lyeonon....." " " "

PASSED THE CANAL.

Outward—30th December—*Astoria*, *Benevento*, *St. Jerome*, *Indus*, *Dart*, *Loolakken*, *Lynrovan*, *Olyaslo*, 2nd January—*Ceylon*, *Bracmar*, *Emma Lyuklin*, *Oldenburg*, *Sanuki Maru*, *St. Andrews*, 5th January—*Laos*, *Neslor*, *Tenkat*, *Erzerherzog*, *Ferdinand*, *Denbighshire*, *Ormanan*, 9th January—*Glenrutter*, *Tuskur*, 12th January—*Zeon*, *Caltha*, *Sado Maru*, 16th January—*Bayern*, *Ida mense*, *Hakalanger*, *Narberg*, 19th January—*Edwaid*, *Candia*, *Opack*, *Prinz Heinrich*, *Sydney*, *Andantico*, 23rd January—*Orelet*, *Homeward*—12th Jan.—*Andalusia*, *Savona*, 16th January—*Yarra*, *Suevia*, 19th January—*Japan*, *Koenigsberg*, 23rd January—*Kennmore*, *Alphonse*, *Elizabeth Rickers*.

Shipping.

Arrivals.

MACHEW, British steamer, 995, J. E. Farrell, 27th Jan.—Siam 21st Jan., General—Butterfield & Swire.
SANDAKAN, German steamer, 1,374, E. Muhle, 27th Jan.—Sandakan 22nd Jan., Timber—Melchers & Co.
LAOS, French steamer, 2,331, Flandin, 28th Jan.—Marseilles 24th Dec., and Saigon 25th Jan., Mails and General—Messageries Maritimes.
CHIVODA MARU, Japanese steamer, 1,945, K. Yamamoto, 28th Jan.—Amoy 26th Jan., Ballast—Dodwell & Co., Ltd.
CHWNSHAN, British steamer, 1,281, J. F. Messer, 28th Jan.—Singapore 19th Jan., Timber—Bradley & Co.
KINGSING, British steamer, 1,223, Young, 28th Jan.—Shanghai 24th Jan., and Swatow 27th Jan.—Jardine, Matheson & Co.
HAKUAI MARU, Japanese steamer, 1,419, M. Nishimura, 28th Jan.—Amoy 27th Jan., General—Nippon Yusen Kaisha.
MICHAEL JESSEN, German steamer, 710, Hemmet, 28th Jan.—Haiphong and Hoihaen 27th Jan., Rice—Jessen & Co.
CHOWANG, British steamer, 1,104, G. H. Bowker, 28th Jan.—Canton 28th Jan., General—Jardine, Matheson & Co.
FAUSANG, British steamer, 1,410, T. A. Mitchell, 28th Jan.—Canton 28th Jan., General—Jardine, Matheson & Co.
K

Intimations.

HONGKONG, CANTON AND MACAO,
STEAMSHIP COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SEVENTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on THURSDAY, the 1st February, at 3 P.M. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th January to the 1st February inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 16th January, 1900. [68b]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 6th February, 1900, at Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from SATURDAY, the 27th January, to TUESDAY, the 6th February, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

The Hongkong Land Investment and Agency Co., Limited.

Agents for

The Kowloon Land and Building Company, Limited.

Hongkong, 16th January, 1900. [70b]

HONGKONG ICE COMPANY, LIMITED.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, Pender Street, at Noon, on WEDNESDAY, the 7th of February, to receive a Statement of the Company's Account to the 31st December, 1899, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th instant to the 7th February, both days inclusive.

JARDINE, MATTHEW & CO.,
General Managers.

Hongkong, 24th January, 1900. [108b]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the China Provident Loan and Mortgage Co., Limited, will be held at the Office of the Company, No. 9, Praya Central, on THURSDAY, the 8th day of February, 1900, at Noon, when the SUBJOINED RESOLUTIONS which were passed at an Extraordinary General Meeting of the Company held on the 23rd of January, 1900, will be submitted for Confirmation.

RESOLUTIONS.

1. That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$20 each.
2. That the Commission of the General Managers be reduced to 5 per cent. and that the figure "8" in the Sixth paragraph of Article XI of the Articles of Association of the Company be struck out and the figure "5" substituted therefor.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 27th January, 1900. [121b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of February, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [105b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Registers of Shares of the Corporation will be CLOSED from SATURDAY, the 3rd to the 17th day of February, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [106b]

Notice of Firms.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

DURING THE TEMPORARY ABSENCE from the Colony of the Undersigned, Mr. E. C. LANE will SIGN for the Secretary.

By order of the Board,
DOUGLAS JONES,
Secretary.

Hongkong, 27th January, 1900. [120b]

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have this Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN & CO.,
12, Beaufield Arcade.

Hongkong, 3rd January, 1900. [20a]

THE WANCHAI GODOWNS.

WE have this Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LUN TING,
MOK KUN HUI,
MOK YUEK LIM.

Hongkong, 3rd January, 1900. [24b]

Insurance.

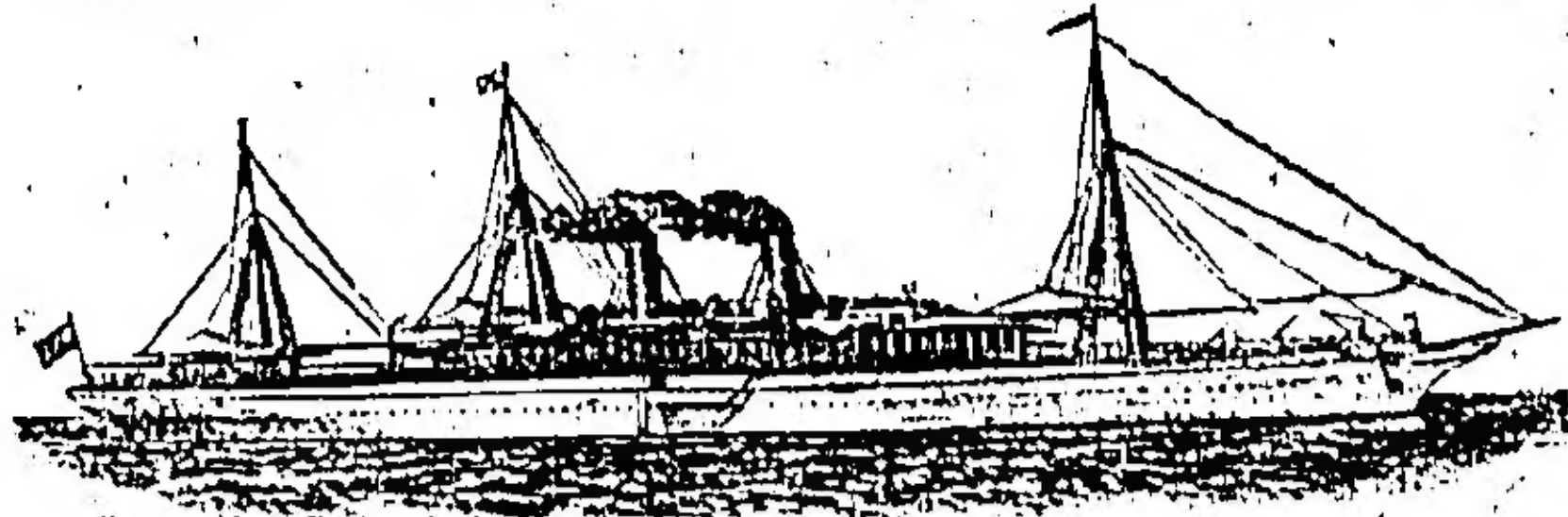
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [30]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th February.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 14th March.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway pass.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequaled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pender Street.

Hongkong, 17th January, 1900. [13]

NORTH PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma...28th Jan. 1900. [Jan. 30]

Victoria...28th Jan. 1900. [Feb. 10]

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Astoria...13th Feb. 1900. [Feb. 13]

The attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £40.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or, whichever may be the destination of the Steamer.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 23rd January, 1900. [11]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports, and HONOLULU, The UNITED STATES, &c.

Carmarthenshire...29th Jan. 1900. [Feb. 10]

Belgian King...30th Jan. 1900. [Feb. 10]

Thyris...31st Jan. 1900. [Mar. 6]

Daily Jersey...31st Jan. 1900. [Mar. 6]

THE Steamship

"CARMARTHENSIRE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA AND HONOLULU, on or about

SATURDAY, the 10th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 22nd January, 1900. [128]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKUJI MARU...M. Nishimura	AMOI, SHANGHAI and KOBE...	THURSDAY, 1st Feb., at Daylight.
KAGOSHIMA MARU...K. Numme	(BOMBAY, VIA SINGAPORE and COLOMBO)	FRIDAY, 2nd Feb., at Noon.
HITACHI MARU...R. C. Tod	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 9th Feb., at Daylight.
HIZUMI MARU...M. J. Curdow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOSUNG), KOBE and YOKOHAMA.	MONDAY, 12th Feb., at 4 P.M.
WAKASA MARU...J. B. MacMillan	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 23rd Feb., at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 29th January, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Lading Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

(Lading Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HOLSATIA	HAVRE and HAMBURG VIA COLOMBO.	About 11th February.
BABELSBERG	(LONDON with transshipment in HAMBURG)	February.
ALBIS	HAVRE and HAMBURG.	About 18th February.
ALBIS	(LONDON with transshipment in HAMBURG)	February.
ALBIS	BORDEAUX, HAVRE & HAMBURG.	About 4th March.
ALBIS	(LONDON with transshipment in HAMBURG)	March.
ALBIS	HAVRE and HAMBURG.	About 16th March.
ALBIS	(LONDON with transshipment in HAMBURG)	March.
ALBIS	NEW YORK.	About 20th March.
ALBIS	(via SUEZ CANAL.)	March.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th April, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Algoa (via Moji, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA"

will be despatched for SAN FRANCISCO, VIA MOJI, KOBE and YOKOHAMA on or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th January, 1900. [1]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undersigned Vessel will sail from CHINA DIRECT

FOR MARSEILLES, PLYMOUTH, AND LONDON.

WITHOUT TRANSSHIPMENT.

LEAVE

STEAMERS. Tons. S'hai. H'kong. S'pore.

Parramatta...4886 Mar. 27 Mar. 31 April 6

Massilia...5026 April 10 April 14 April 20

For Freight or Passage, apply to

H. A. RITCHIE,
Superintendent, Hongkong.

4th December, 1899. [23]

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT *GEISHA*. Length over all 28' 6", Water Line 17' 3", Beam 5'. All Lead Ballast. At present in cruising order. For Particulars, apply to

c/o This Office.

Hongkong, 26th January, 1900. [116b]

CHEAP SALE.

A PIANO equal to New, on Board H.I.G.M.S. *Hertha*.

For Particulars, apply to

EDM. JOHANSEN,
Duddell Street, No. 2.

Hongkong, 23rd January, 1900. [99b]

CARBOLINEUM AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINTSMANN & Co.

Hongkong, 11th September, 1895. [13c]

To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PRINCE STREET.

Apply to

